TIME IS IMPORTANT
Take TIME To Be SAFE

TRAINMASTERS

D. R. ANDERSON.....Dunsmuir
L. E. DUBOSE.....Dunsmuir
E. A. VOTAW.....Klamath Falls

ROAD FOREMEN OF ENGINES

T. B. WAGNER.....Dunsmuir
R. M. DICKSON.....Klamath Falls
M. R. FRIBERG.....Alturas

CHIEF TRAIN DISPATCHER

W. R. PETTY.....Dunsmuir

J. C. SLADE
Assistant Superintendent, Dunsmuir

SOUTHERN PACIFIC COMPANY

SHASTA DIVISION

TIMETABLE

67

EFFECTIVE SUNDAY, APRIL 24, 1960
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
M. A. McINTYRE,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

S. B. BURTON,
Superintendent

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. Vance M. Strange	Chief Surgeon
Dunsmuir	Dr. E. V. Anderson	District Physician and Surgeon
Dunsmuir	Dr. D. D. Todorovic	District Physician and Surgeon
Dunsmuir	Dr. J. W. Reynolds	Asst. Dist. Physician and Surgeon
Mt. Shasta	Dr. B. J. McGuire	District Physician and Surgeon
Weed	Dr. H. L. Vidricksen	Emergency Surgeon
Weed	Dr. Victor J. Thompson	Emergency Surgeon
Ashland	Dr. H. A. Woods	District Physician and Surgeon
Ashland	Dr. J. W. Bradshaw	Asst. Dist. Physician and Surgeon
Ashland	Dr. B. A. Cope	Oculist and Aurist
Red Bluff	Dr. J. L. Faulkner	District Physician and Surgeon
Red Bluff	Dr. Don E. Thompson	Asst. Dist. Physician and Surgeon
Red Bluff	Dr. R. G. Frey	District Physician and Surgeon
Redding	Dr. J. L. Price	District Physician and Surgeon
Redding	Dr. H. R. McVickers	Asst. Dist. Physician and Surgeon
Redding	Dr. Alex J. Otten	Oculist and Aurist
Gerber	Dr. R. G. Frey	District Physician and Surgeon
Dorris	Dr. C. R. Drader	Emergency Surgeon
Klamath Falls	Dr. R. H. Engelcke	District Physician and Surgoon
Klamath Falls	Dr. J. M. Adams	Division Physician and Surgeon
Klamath Falls	Dr. George Zupan	District Physician and Surgeon
Klamath Falls	Dr. M. E. Robinson	District Physician and Surgeon
Klamath Falls	Dr. R. W. Stearns	Oculist and Aurist
Merrill	Dr. F. E. Trotman	Emergency Physician and Surgeon
Tule Lake	Dr. Isaac Spomer	District Physician and Surgeon
Alturas	Dr. J. Paul McKenney	District Physician and Surgeon
Alturas	Dr. Phillip W. McKenney	Asst. Dist. Physician and Surgeon
Yreka	Dr. D. L. Meamber	Emergency Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

HOSPITALS

GENERAL.....SAN FRANCISCO

EMERGENCY.....GERBER

WATCH INSPECTORS

San Francisco.....C. D. Fabrin, Manager of Time Service, 65 Market St.
Red Bluff.....Wilkins Jewelry
Redding.....Dobrowsky's
Dunsmuir.....L. L. Huddle
Mt. Shasta.....Donald D. Heppner
Weed.....Donald D. Heppner
Ashland.....Jas. B. Madison, B & J Jewelers
Klamath Falls.....J. C. Renie
Alturas.....Virgil Pratt
Lakeview.....B. H. Amos

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS		FOR OTHER TRAFFIC
				RECEIVE TO (or beyond)	DISCHARGE FROM (or beyond)	
~~19~~						
19	Chemult					
19	Chiloquin	.....	Flag.....	Daily.....	Any station.....	Any station.....	.....
20	Chiloquin					
20	Chemult					

19 MACDOEL
19 MT. SHASTA
20 MT. SHASTA
20 MACDOEL
EFFECTIVE 5-4-60

EASTWARD

Timetable No. 67
April 24, 1960

Capacity of sidings	SECOND CLASS 624 Freight Leave Daily	SECOND CLASS 622 Freight Leave Daily	SECOND CLASS 620 Freight Leave Daily	FIRST CLASS 12 Cascade Leave Daily	FIRST CLASS 376 Starpacer Lv. Tu., Wed., Thurs., Sat.	FIRST CLASS 10 Shasta Daylight Leave Daily	FIRST CLASS 20 ~~Passenger~~ Mail Leave Daily	FIRST CLASS 378 Pacific Coast Expediter Lv. Tue., Wed. Thurs., Sat.	Mile Post Location	STATIONS	Distance from Gerber
Yard Limits BKDYP	PM 4.30	AM 8.30	AM 12.30	PM 8.30	PM 2.45	AM 11.27	AM 3.20	AM 3.00	213.8	TO-R GERBER	0.0
Yard Limits P									214.8	1.0 KISKA	1.0
Yard Limits P									215.8	1.0 PROBERTA	2.0
98 P	4.43	8.43	12.43	8.36	2.51	11.33	3.26	3.06	218.9	3.1 RAWSON	5.1
Yd.Lmts. 54 P									223.4	4.5 TO RED BLUFF	9.6
Yd.Lmts. 97 P	4.52	8.52	12.52	8.42	2.58	11.39	3.33	3.13	224.5	1.1 GLADE	10.7
97 P	5.02	9.02	1.02	8.47	3.03	11.44	3.38	3.18	228.9	4.4 BLUNT	15.1
105 P	5.14	9.14	1.14	8.52	3.10	11.49	3.43	3.24	233.6	4.7 HOOKER	19.8
97 P	5.22	9.22	1.22	8.58	3.17	AM 11.55	3.50	3.30	240.4	6.8 COTTONWOOD	26.6
104 P	5.27	9.27	1.27		3.20		3.53	3.34	244.2	3.8 CULP	30.4
100 P	5.31	9.31	1.31	9.04	3.23	PM 12.01	**4.01**	3.38	247.1	2.9 TO ANDERSON	33.3
104 P	5.40	9.40	1.40	9.09	3.29	12.06	4.13	3.44	253.5	6.4 GIRVAN	39.7
Yard Limits 177 BKIP	5.48	AM 9.48	1.48	s 9.16	3.35	s 12.14	s 4.45	**3.50**	258.2	4.7 TO REDDING	44.4
102 P									263.0	4.8 SILVERTHORN	49.2
100 P									266.3	3.3 CENTRAL VALLEY	52.5
100 P									270.4	GRAY ROCKS ~~McCOLL~~ 5-20-60 4.1	56.6
120 P									277.6	7.2 O'BRIEN	63.8
100 P									281.2	3.6 MEAD	67.4
101 YP									285.7	4.5 LAKEHEAD	71.9
104 P									289.8 296.7	4.1 DELTA	76.0
110 P									300.2	3.5 LAMOINE	79.5
98 P									304.0	3.8 GIBSON	83.3
106 P									309.4	5.4 SIMS	88.7
108 P									313.1	3.7 CONANT	92.4
Yard Limits 115 P									318.3	5.2 CASTLE CRAG	97.6
Yard Limits BKP	8.30 PM	12.30 PM	4.30 AM		5.25 PM			s 5.50 AM	321.2	2.9 DUNSMUIR YARD	100.5
Yard Limits BDKTP				s 10.50 PM		s 1.45 PM	s 6.30 AM		322.1	TO-R 0.9 DUNSMUIR	101.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tu., Wed., Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.		(101.4)	
	624	622	620	12	376	10	20	378			

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time at Redding for westward first-class trains, except No. 377, applies at train-order signal.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
..	..	273.2	Pitbridge	14359
..	P	306.0	Fisher	14385
6E	P	315.3	Castella (Spur)	14395
30	P	316.1	Dirigo	14396
			Matheson Branch	
19W	..	262.3	Kesdam (Spur)	14654
..	..	268.0	Motion	14660

Timetable No. 67
April 24, 1960

WESTWARD
FIRST CLASS

Distance from Gerber	Mile Post Location	STATIONS	Station Number	Distance from Dunsmuir	11 Cascade	19 ~~Passenger~~ Mail	9 Shasta Daylight	377 Pacific Coast Expediter
					Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thur., Sat.
0.0	213.8	TO-R **GERBER** 1.0	11707	101.4	s AM 4.40	s PM 2.30	s PM 7.22	s PM 10.50
1.0	214.8	**KISKA** 1.0	14301	100.4				
2.0	215.8	**PROBERTA** 3.1	14302	99.4				
5.1	218.9	**RAWSON** 4.5	14305	96.3	4.30	2.19	7.15	10.42
9.6	223.4	TO **RED BLUFF** 1.1	14310	91.8				
10.7	224.5	**GLADE** 4.4	14311	90.7	4.23	2.09	7.09	10.32
15.1	228.9	**BLUNT** 4.7	14315	86.3	4.18	2.03	7.04	10.26
19.8	233.6	**HOOKER** 6.8	14320	81.6	4.13	1.57	6.58	10.19
26.6	240.4	**COTTONWOOD** 3.8	14327	74.8	4.06	1.50	6.52	10.11
30.4	244.2	**CULP** 2.9	14330	71.0	4.03	1.47	6.49	10.07
33.3	247.1	TO **ANDERSON** 6.4	14333	68.1	**4.01**	1.44	6.46	10.03
39.7	253.5	**GIRVAN** 4.7	14340	61.7	3.55	1.37	6.41	9.56
44.4	258.2	TO **REDDING** 4.8	14344	57.0	s **3.50**	s 1.30 PM	s 6.35	9.50
49.2	263.0	**SILVERTHORN** 3.3	14349	52.2				
52.5	266.3	**CENTRAL VALLEY** 4.1	14353	48.9				
56.6	270.4	GRAY ROCKS ~~McCOLL~~ 7.2 5-20-60	14357	44.8				
63.8	277.6	**O'BRIEN** 3.6	14364	37.6				
67.4	281.2	**MEAD** 4.5	14367	34.0				
71.9	285.7	**LAKEHEAD** 4.1	14372	29.5				
76.0	289.8 296.7	**DELTA** 3.5	14376	25.4				
79.5	300.2	**LAMOINE** 3.8	14380	21.9				
83.3	304.0	**GIBSON** 5.4	14383	18.1				
88.7	309.4	**SIMS** 3.7	14389	12.7				
92.4	313.1	**CONANT** 5.2	14392	9.0				
97.6	318.3	**CASTLE CRAG** 2.9	14398	3.8				
100.5	321.2	**DUNSMUIR YARD** 0.9	14401	0.9				8.10 PM
101.4	322.1	TO-R **DUNSMUIR**	14402	0.0	2.15 AM	11.35 AM	5.05 PM	
		(101.4)			Leave Daily	Leave Daily	Leave Daily	Lv. Tue., Wed. Thur., Sat.
					11	**19**	**9**	**377**

Automatic Block Signal System

Centralized Traffic Control

RULE 5. Time at Gerber applies at station sign.
Time at Redding for westward first-class trains, except No. 377, applies at train-order signal.

RULE S-72. Exception: No. 12 is superior to No. 377.
No. 10 is superior to No. 19.

Capacity of sidings		EAST-WARD ↓ Mile Post Location	Timetable No. 67 April 24, 1960 Matheson Branch STATIONS	Station Number	WEST-WARD Distance from Coram
Yard Limits BKWIP		258.2	TO **REDDING**	14344	14.5
			2.8		
26	P	261.0	**MIDDLE CREEK**	14653	11.7
			2.2		
15	P	263.2	**KETT**	14655	9.5
	P	268.9 267.2	5.7 **MATHESON**	14659	3.8
			3.8		
27	P	271.0	**CORAM**	14663 ↑	0.0
			(14.5)		

BLACK BUTTE SUBDIVISION

EASTWARD

Timetable No. 67
April 24, 1960

Capacity of sidings		SECOND CLASS 634 Freight Leave Daily	SECOND CLASS 632 Freight Leave Daily	SECOND CLASS 630 Freight Leave Daily	FIRST CLASS 12 Cascade Leave Daily	FIRST CLASS 376 Starpacer Lv. Tu., Wed., Thur., Sat.	FIRST CLASS 10 Shasta Daylight Leave Daily	FIRST CLASS 20 ~~Passenger~~ MAIL Leave Daily	FIRST CLASS 378 Pacific Coast Expediter Lv. Tue., Wed. Thurs., Sat.	Mile Post Location	STATIONS	Distance from Dunsmuir Yard
Yard Limits	BKP					PM 5.30			AM 5.55	321.2	DUNSMUIR YARD	0.0
Yard Limits	BKDTP				PM 10.55		PM 1.50	AM 7.00		322.1	0.9 TO-R DUNSMUIR	0.9
109	P									326.1	4.0 SMALL	4.9
144	P									331.4	5.3 MOTT	10.2
116	P									333.5	2.1 AZALEA	12.3
94	WP							C		336.7	3.2 MOUNT SHASTA	15.5
111	P									339.1	2.4 UPTON	17.9
116	P									342.0 342.3	2.9 DEETZ	20.8
Yard Limits 230	WYP	PM 7.00	AM 11.00	AM 3.00	11.40	6.35	2.33	7.50	6.55	345.1 345.2	2.8 TO BLACK BUTTE	23.6
103	P	7.14	11.14	3.14	11.51	**6.48**	2.44	8.01	7.07	352.2	7.0 HOTLUM	30.6
102	P	7.24	11.24	3.24	PM 11.59	6.56	2.52	8.09	7.15	357.2	5.0 BOLAM	35.6
103	P	7.32	11.32	3.32	AM 12.04	7.02	2.57	8.15	7.21	360.7	3.5 ANDESITE	39.1
107	P	7.42	AM 11.42	3.42	12.10	7.10	3.03	8.21	7.28	364.8	4.1 COUGAR	43.2
E 107 W113	WYP	8.10	PM 12.10	4.10	12.15	7.16	3.08	8.28	7.35	368.5	3.7 TO GRASS LAKE	46.9
95	P	8.18	12.18	4.18	12.21	7.22	3.14	8.34	7.41	373.1	4.6 ERICKSON	51.5
107	P	8.23	12.23	4.23	12.25	7.27	3.18	8.39	7.46	377.2	4.1 PENOYAR	55.6
100	P	8.29	12.29	4.29	**12.30**	7.33	**3.26**	**8.44**	7.52	381.9	4.7 BRAY	60.3
73	P	8.34	12.34	4.34	12.36	7.38	3.35	8.49	7.57	386.0	4.1 KEGG	64.4
105	P	8.39	12.39	4.39	12.42	7.43	3.40	8.54	8.02	390.0	4.0 JEROME	68.4
90	P	8.44	12.44	4.44	12.47	7.47	3.44	8.59	8.06	394.0	4.0 MT. HEBRON	72.4
	P							C		396.7	2.7 TO MACDOEL	75.1
100	P	8.49	12.49	4.49	12.51	7.52	3.48	9.05	8.13	398.3	1.6 SOMERSET	76.7
104	P	8.54	12.54	4.54	12.55	7.57	3.53	9.10	**8.18**	402.6	4.3 MAY	81.0
Yard Limits 114	P	9.00	1.00	5.00	1.00	8.02	3.58	s 9.15	8.24	407.1	4.5 TO DORRIS	85.5
101	P	9.11	1.11	5.11	1.10	8.12	4.08	9.37	8.34	415.6	8.5 WORDEN	94.0
96	P	9.20	1.20	5.20	1.16	8.19	4.14	9.43	8.41	422.3	6.7 MIDLAND	100.7
Yard Limits	P				1.19	8.23	4.18	9.47	8.45	426.2	3.9 TEXUM	104.6
Yard Limits	BKDYP	9.30 PM	1.30 PM	5.30 AM						428.7	2.5 TO-R KLAMATH FALLS YARD	107.1
Yard Limits	BKDTP				s 1.25 AM	s 8.30 PM	s 4.25 PM	s 9.55 AM	s 8.55 AM	429.5	0.8 R KLAMATH FALLS	107.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Tu., Wed. Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tue., Wed. Thurs., Sat.		(107.9)	
		634	632	630	12	376	10	20	378			

Automatic Block Signal System

Centralized Traffic Control

RULE S-72. Exception: No. 10 is superior to No. 377.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
9W	P	327.6	Cantara.....(Spur)	14407
20W	P	335.1	Pioneer.....(Spur)	14414
..	..	380.6	Leaf.....	14460
211E	P	386.9	Kegg Pit.....(6 tracks)	14465

Timetable No. 67
April 24, 1960

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Klamath Falls	19 Passenger MAIL Arrive Daily	9 Shasta Daylight Arrive Daily	377 Pacific Coast Expediter Ar. Tue., Wed. Thur., Sat.	11 Cascade Arrive Daily
321.2	DUNSMUIR YARD 0.9	14401	107.9			PM s 8.00	
322.1	TO-R DUNSMUIR 4.0	14402	107.0	AM s 11.00	PM s 5.00		AM s 2.08
326.1	SMALL 5.3	14406	103.0				
331.4	MOTT 2.1	14411	97.7				
333.5	AZALEA 3.2	14413	95.6				
336.7	MOUNT SHASTA 2.4	14416	92.4	C			
339.1	UPTON 2.9	14418	90.0				
342.0 342.3	DEETZ 2.8	14421	87.1				
345.1 345.2	TO BLACK BUTTE 7.0	14424	84.3	9.55	4.17	**7.00**	1.24
352.2	HOTLUM 5.0	14431	77.3	9.43	4.05	**6.48**	1.13
357.2	BOLAM 3.5	14436	72.3	9.33	3.57	6.40	1.05
360.7	ANDESITE 4.1	14440	68.8	9.26	3.52	6.35	1.00
364.8	COUGAR 3.7	14444	64.7	9.19	3.46	6.28	12.54
368.5	TO GRASS LAKE 4.6	14447	61.0	9.11	3.41	6.22	12.49
373.1	ERICKSON 4.1	14452	56.4	9.03	3.35	6.15	12.43
377.2	PENOYAR 4.7	14456	52.3	8.55	3.31	6.08	12.36
381.9	BRAY 4.1	14461	47.6	**8.44**	**3.26**	6.02	**12.30**
386.0	KEGG 4.0	14465	43.5	8.38	3.21	5.55	12.21
390.0	JEROME 4.0	14469	39.5	8.33	3.16	5.48	12.15
394.0	MT. HEBRON 2.7	14473	35.5	8.29	3.12	5.43	12.11
396.7	TO MACDOEL 1.6	14476	32.8	C			
398.3	SOMERSET 4.3	14477	31.2	8.24	3.08	5.38	12.07
402.6	MAY 4.5	14482	26.9	**8.18**	3.04	5.33	12.03 AM
407.1	TO DORRIS 8.5	14486	22.4	s 8.10	3.00	5.27	11.59 PM
415.6	WORDEN 6.7	14495	13.9	7.56	2.50	5.16	11.49
422.3	MIDLAND 3.9	14501	7.2	7.49	2.44	5.10	11.43
426.2	TEXUM 2.5	14505	3.3				
428.7	TO-R KLAMATH FALLS YARD 0.8	14508	0.8				
429.5	R KLAMATH FALLS	14509	0.0	7.40 AM	2.35 PM	5.00 PM	11.35 PM
	(107.9)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thur., Sat.	Leave Daily
				19	9	377	11

Automatic Block Signal System — Centralized Traffic Control

RULE S-72. Exception: No. 10 is superior to No. 377.

RULE 86-B. Westward extra trains originating Klamath Falls Yard are not required to clear Timetable Schedule Time of No. 377 between Klamath Falls Yard and Dorris.

EASTWARD									WESTWARD
	SECOND CLASS					Timetable No. 67 April 24, 1960			
Capacity of sidings			638 Freight	636 Freight	Mile Post Location	STATIONS	Station Number	Distance from Ashland	
			Leave Daily	Leave Daily					
Yard Limits 230 WYP			PM 4.00	AM 5.00	345.2	TO BLACK BUTTE	14424	85.1	
					347.0 345.8	1.8 IGERNA	14702	83.3	
Yard Limits 98 BKYP			4.15	5.15	348.4	TO-R 2.6 WEED	14704	80.7	
Yard Limits 65 P			5.00	6.00	361.0	12.6 GAZELLE	14717	68.1	
Yard Limits 62 KP			5.30	6.30	375.5	TO-R 14.5 MONTAGUE	14732	53.6	
61 P			5.40	6.40	380.7	5.2 SNOWDON	14737	48.4	
Yard Limits 71 YP			6.15	7.15	393.1	TO 12.4 HORNBROOK	14749	36.0	
Yard Limits 46 P			6.55	7.55	401.8	8.7 HILT	14758	27.3	
74 P			7.35	8.35	412.2	10.4 SISKIYOU	14768	16.9	
66 P			8.20	9.20	422.9	10.7 MISTLETOE	14779	6.2	
Yard Limits BDKTP			8.50 PM	9.50 AM	429.1	TO-R 6.2 ASHLAND	14785	0.0	
			Arrive Daily	Arrive Daily		(85.1)			
			638	636					

Automatic Block Signal System

ADDITIONAL STATIONS

Capacity and Direction of entry into spurs		Mile Post	NAME	Station Number
21E	P	353.4	Edgewood.....(Spur)	14709
15E	P	369.1	Grenada.....(Spur)	14725
..	..	386.2	Ager.....	14742
6E	..	426.8	Belleview.....(Spur)	14783

EASTWARD				Timetable No. 67 April 24, 1960			WESTWARD SECOND CLASS					
Capacity of sidings			Mile Post Location	STATIONS	Station Number	Distance from Klamath Falls	551 Freight	553 Freight	555 Freight	651 Freight	653 Freight	655 Freight
							Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard Limits BKDYP			358.7	TO-R WENDEL	13783	195.7				AM 9.40	PM 5.40	AM 1.40
64 P			365.6	6.9 VIEWLAND	13790	188.8				9.15	5.15	1.15
99 P			374.7	9.1 KARLO	13799	179.7				8.55	4.55	12.55
Yard Limits 112 YP			392.5	17.8 CREST	13816	161.9				8.05	4.05	12.05 AM
100 P			397.9	5.4 RAVENDALE	13822	156.5				7.35	3.35	11.35 PM
117 P			408.1	10.2 MORAN	13832	146.3				7.20	3.20	11.20
79 P			418.9	10.8 MADELINE	13843	135.5				7.04	3.04	11.04
112 YP			423.3	4.4 SAGE HEN	13847	131.1				6.50	2.50	10.50
112 KP			438.7	TO 15.4 LIKELY	13863	115.7				5.50	1.50	9.50
Yard Limits BKWDYP			456.9 458.3	TO-R 18.2 ALTURAS	13881	97.5	AM 5.05	PM 1.05	PM 9.05	5.20 AM	1.20 PM	9.20 PM
94 YP			477.7	TO 19.4 CANBY	14819	78.1	4.30	12.30 PM	8.30			
75 P			485.4	7.7 AMBROSE	14827	70.4	3.55	11.55 AM	7.55			
74 P			493.6	8.2 HACKAMORE	14835	62.2	3.25	11.25	7.25			
98 YP			506.1	12.5 PEREZ	14848	49.7	2.50	10.50	6.50			
71 P			515.4	9.3 CORNELL	14857	40.4	2.36	10.36	6.36			
71 P			524.3	8.9 STRONGHOLD	14866	31.5	2.24	10.24	6.24			
Yard Limits 39 P			529.7	TO 5.4 TULE LAKE	14871	26.1	2.16	10.16	6.16			
96 P			533.2	3.5 HATFIELD	14875	22.6	2.11	10.11	6.11			
71 P			537.9	4.7 MERRILL	14880	17.9	2.05	10.05	6.05			
Yard Limits BDKYP			555.0 428.7	TO-R 17.1 KLAMATH FALLS YARD	14508	0.8	1.30 AM	9.30 AM	5.30 PM			
Yard Limits BDKTYP			429.5	R 0.8 KLAMATH FALLS	14509	0.0						
				(195.7)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
							551	553	555	651	653	655

EAST-WARD			Timetable No. 67 April 24, 1960			WEST-WARD
Capacity of sidings	Mile Post Location		Lakeview Branch STATIONS	Station Number	Distance from Lakeview	
Yard Limits BKWDYP	458.3 456.8	TO-R	ALTURAS	13881	55.5	
Yard Limits YP	512.3	TO	55.5 LAKEVIEW	14956	0.0	
			(55.5)			

RULE 5. Time at Alturas applies at train-order office.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs		Mile Post	NAME	Station Number
			Alturas line	
65	P	383.6	Secret	13808
..	P	388.0	Horse Lake	13812
26E	P	434.0	Indian Camp (Spur)	13858
13E	P	443.6	Bayley (Spur)	13868
9W	P	446.4	McArthur (Spur)	13870
59	P	459.9	Juniper	14802
69	P	470.6	Fletcher	14812
71	P	500.8	Meares	14843
34E	..	520.3	Copic (Spur)	14862
36E	P	521.9	Staley (3 Spurs)	14864
..	..	525.6	Homestead	14867
16E	..	527.7	Tuber (Spur)	14869
50	..	536.0	Malone	14878
..	..	541.0	Lost River	14883
25E	..	543.8	Hosley (Spur)	14886
71	P	547.1	Stukel	14889
4E	..	548.1	Gem (Spur)	14890
5E	..	550.3	Spring Lake (Spur)	14892
			Lakeview Branch	
..	P	466.9	Surprise	13910
10E	P	478.6	Davis Creek (Spur)	14922
10W	..	491.2	Willow Ranch (Spur)	14934
..	..	498.2	Fairport	14941

EASTWARD

FIRST CLASS

Timetable No. 67
April 24, 1960

Capacity of sidings	376 Starpacer	10 Shasta Daylight	20 ~~Passenger~~ MAIL	378 Pacific Coast Expediter	12 Cascade	Mile Post Location	STATIONS	Distance from Klamath Falls
	Lv. Tu., Wed., Thurs., Sat.	Leave Daily	Leave Daily	Lv. Tu., Wed., Thurs., Sat.	Leave Daily			
Yard Limits BDKTP	PM 8.50	PM 4.40	AM 10.30	AM 9.30	AM 1.35	429.5	R KLAMATH FALLS 2.4	0
P						431.9	CHELSEA 2.2	2.4
119 P						434.1	WOCUS 4.8	4.6
121 P						438.9	ALGOMA 8.3	9.4
121 P						447.2	MODOC POINT 9.5	17.7
121 P			c 11.00			456.7	CHILOQUIN 8.6	27.2
140 P						465.3	CALIMUS 5.0	35.8
121 YP						470.3	KIRK 4.2	40.8
121 P						474.5	FUEGO 8.9	45.0
121 P						483.4	LENZ 4.8	53.9
P						488.2	MAZAMA 4.4	58.7
121 P						492.6	YAMSAY 5.4	63.1
121 P						498.0	DIAMOND LAKE 5.3	68.5
190 BKP			c 11.45			503.3	CHEMULT 3.9	73.8
YP						506.6	PAUNINA 7.6	77.7
130 P						514.8	MOWICH 9.2	85.3
121 P						524.0	UMLI 4.6	94.5
Yard Limits Psgr. 45 BKWOYP	11.00 PM	6.30 PM	s 12.25 PM	11.50 AM	3.20 AM	528.6	TO-R CRESCENT LAKE	99.1
	Ar. Tu., Wed. Thurs., Sat.	Arrive Daily	Arrive Daily	Ar. Tu., Wed. Thurs., Sat.	Arrive Daily		(99.1)	
	376	10	20	378	12			

Automatic Block Signal System

Centralized Traffic Control

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
4-tracks 146-E P	451.8	Lobert	14531
66 P	513.2	Gilchrist Jct	14593

Timetable No. 67
April 24, 1960

WESTWARD
FIRST CLASS

Mile Post Location	STATIONS	Station Number	Distance from Crescent Lake	19 ~~Passenger~~ MAIL Arrive Daily	9 Shasta Daylight Arrive Daily	377 Pacific Coast Expediter Ar. Tue., Wed. Thurs., Sat.	11 Cascade Arrive Daily
429.5	R **KLAMATH FALLS** 2.4	14509	99.1	AM s 7.05	PM s 2.25	PM s 4.35	PM s 11.25
431.9	**CHELSEA** 2.2	14511	96.7				
434.1	**WOCUS** 4.8	14513	94.5				
438.9	**ALGOMA** 8.3	14518	89.7				
447.2	**MODOC POINT** 9.5	14526	81.4				
456.7	**CHILOQUIN** 8.6	14536	71.9	c 6.29			
465.3	**CALIMUS** 5.0	14544	63.3				
470.3	**KIRK** 4.2	14549	58.3				
474.5	**FUEGO** 8.9	14553	54.1				
483.4	**LENZ** 4.8	14562	45.2				
488.2	**MAZAMA** 4.4	14567	40.4				
492.6	**YAMSAY** 5.4	14572	36.0				
498.0	**DIAMOND LAKE** 5.3	14577	30.6				
503.3	**CHEMULT** 3.9	14582	25.3	c 5.48			
506.6	**PAUNINA** 7.6	14586	21.4				
514.8	**MOWICH** 9.2	14594	13.8				
524.0	**UMLI** 4.6	14603	4.6				
528.6	TO-R **CRESCENT LAKE**	14608	0.0	5.25 AM	12.44 PM	2.40 PM	9.50 PM
	(99.1)			Leave Daily	Leave Daily	Lv. Tue., Wed. Thurs., Sat.	Leave Daily
				19	9	377	11

Automatic Block Signal System — Centralized Traffic Control

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction except as noted on pages 2, 3, 4 and 5.

RULE 105. Sidings designated "E" in capacity of sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains.

Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

SPECIAL INSTRUCTIONS—REDDING SUBDIVISION

RULE 82-A. Extra trains originating at Redding and operating between Redding and Coram will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Redding and are authorized to operate as Extra trains between Redding and Coram without obtaining a clearance. Rule 99 will not apply between Redding and Coram.

Dunsmuir Yard: Westward trains originating, except No. 377, will display indicators as extra trains between Dunsmuir Yard and Redding as indicated by engine number of the lead unit and are authorized as extra trains between Dunsmuir Yard and Redding without obtaining a clearance at Dunsmuir Yard. No. 377 is authorized to display indicators and assume the schedule without obtaining clearance at Dunsmuir Yard.

RULE 83. Extra trains originating Redding enroute Coram, in addition to information required by the train register must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Redding must also be entered in column captioned "Signals." An Extra train enroute Coram must not leave Redding until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Redding accordingly.

RULE 83-A. At the following stations, only the trains indicated will register:

Dunsmuir ..... Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Dunsmuir—Nos. 9, 10, 11 and 12.

RULE 93. Second- and third-class and extra trains arriving Gerber may proceed on main track when proceed signal received from yardman. A proceed signal will be an indication that protection has been provided against first-class trains.

RULE 105. Redding. Siding is first track on freight station side of main track extending from MP 258.68 to MP 257.00.

Track on passenger station side of main track is designated as No. 1 track and must be left clear of cars for use in meeting or passing trains unless otherwise instructed by train dispatcher. Capacity 93 cars.

RULE 208. Third and fourth paragraphs will not apply to westward trains at Redding but it must be ascertained that train is not restricted at Redding before passing west switch of siding.

RULE 221. Dunsmuir is a train-order office only for trains originating.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance.

SPECIAL INSTRUCTIONS—BLACK BUTTE SUBDIVISION

RULE 82-A. First-class trains and sections thereof authorized on the Black Butte Subdivision and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Kirk Subdivision and are not required to obtain clearance at Klamath Falls.

Eastward trains originating at Dunsmuir Yard will display indicators and signals, if any, between Dunsmuir Yard and Black Butte which may also be displayed east of Black Butte via Hotlum or Igerna unless superseded by train order or clearance at Black Butte without obtaining a clearance at Dunsmuir Yard. Yardmaster at Dunsmuir Yard will advise conductor and/or engineer indication and signals, if any.

RULE 83. Eastward trains must obtain train-order check of overdue superior trains at Black Butte, but may identify opposing trains between west and east switches Black Butte, and may identify eastward superior trains between train-order office and east switch Black Butte.

RULE 83-A. At the following stations only the trains indicated will register:

Dunsmuir
Klamath Falls Yard
Weed
Montague } Trains originating or terminating.

Klamath Falls.....First-class trains and Extra Passenger trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Dunsmuir — Nos. 9, 10, 11 and 12.

RULE 105. Black Butte. Siskiyou siding extends from connection to controlled siding at west switch Black Butte to connection to controlled siding opposite east water column. West switch is dual controlled, east switch hand operated. Westward trains must not enter Siskiyou siding without permission from dispatcher.

Grass Lake. Track on station side of main track is westward siding. Westward trains taking siding, stop east of west switch house track. Track on opposite side of main track is eastward siding.

Siskiyou. When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel.

RULE 208. Black Butte. Fourth paragraph will not apply to eastward trains via Hotlum and train-order operator may place such orders on delivery post for delivery to the restricted train before such train has stopped but CTC train dispatcher must not clear eastward absolute signal at east switch until such train has stopped or restriction has expired.

RULE 221. Dunsmuir is a train-order office only for trains originating.

Train orders covering loads of excess width and/or height may be delivered by messenger to conductor of trains originating at Dunsmuir Yard without a clearance. Eastward trains originating at Dunsmuir Yard must pass Dunsmuir prepared to pick up train orders covering loads of excess width and/or height without a clearance when operator is on station platform with such orders for delivery.

Klamath Falls Yard is a train-order office for trains originating and terminating; and for westward trains originating at Klamath Falls.

Before departing Klamath Falls, westward trains must obtain a clearance, OK'd by Chief Train Dispatcher.

RULE 82-A. Extra trains originating at Alturas and operating between Alturas and Lakeview will display indicators as an Extra train on entire trip as indicated by the engine number of the lead unit leaving Alturas and are authorized to operate as Extra trains between Alturas and Lakeview without obtaining a clearance. Rule 99 will not apply between Alturas and Lakeview.

RULE 83. Extra trains originating at Alturas enroute Lakeview, in addition to information required by the train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Alturas must also be entered in column captioned "Signals." An extra train enroute Lakeview must not leave Alturas until it has been ascertained from the train register that all preceding Extra trains via the route to be used have completed their trip and registered time and date of arrival at Alturas accordingly.

SPECIAL INSTRUCTIONS—KIRK SUBDIVISION

RULE 82-A. First-class trains and sections thereof authorized on the Black Butte Subdivision and operating through Klamath Falls will not take down indicators or signals, if any, on arrival at Klamath Falls. Display of indicators and signals, if any, on first-class trains and sections thereof at Klamath Falls will indicate that such trains are authorized on the Kirk Subdivision and are not required to obtain clearance at Klamath Falls.

Eastward extra trains originating will display indicators as extra trains between Klamath Falls and Crescent Lake as indicated by engine number of the lead unit and are authorized as extra trains between Klamath Falls and Crescent Lake without obtaining a clearance at Klamath Falls.

RULE 83. Westward extra trains will identify westward first-class trains between Crescent Lake and Klamath Falls.

RULE 83-A. At the following station only the trains indicated will register:

Klamath Falls....First-class trains and extra passenger trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Crescent Lake....First-class trains.

RULE 107. Chemult. Freight trains on siding Chemult for passenger trains must provide passageway for passengers to station, member of crew to be stationed at the cut. Train must not be recoupled until all passengers have passed to station side.